FEARFUL STORY OF A SHIPWRECK.

Loss of the Whaling Schooner Sasan N. Smith, Whih Nineteen of the Crew, the Captain's Wife and Two Children-The Captain and Four Seamen Saved-Eight Days With out Erod or Water.

out Fr.od or Water.

[From the Hartford (Conn.) Courant, Nov. 1.]
Out/ brief despatches by carle concerning the loss of the whaling schooner. Susan N. Smith, of Boston in August last, have been published, and none of the foreign papers have given more than a brief excount of the disaster. Captain Job P. Rounseville, master of the vessel, has arrived in this city and is now stopping with his brother-in-law, James L. Chapman, Esq., No. 251 Asylum avenue. From him we have a full and complete narrative of the terrible occurence, which is one of the most remarkable cases of shapwreck on record. The schooner salted from Roston on the 24th of Februny, 1858, on a general whating voyage in the Atlantic Ocean. She was a stanch, ther agit-built eraft, capable of encountering the rouguest weather.

Beston on the 24th of February, 1808, on a general whating voyage in the Athanic Ocean. She was a stanch, ther ough-built eraft, capable of encountering the roughest weather.

Mrs. Rounseville, with her two children, a bright little girl of eight years and a promising boy of six, had frequently visited in Hartford, during the absence of her husband at Mr. Charman's, and very many people upon the hil made her acquaintance and formed a most invorable impression of her character. She was here during fast spring, and on the 26th of April left on a vessel belonging to Elisha T. Smith & Co., for Barbados, where she was to meet her husband and join him in his voyage. She reached there on the 13th of May, and on that very day, only two hours after her arrival, her husband's vessel came into port and soon the family was united. Setting sail from Barbados, with officers and crew to the number of twenty-four, Mrs. Hounseville and Children making twenty-seven persons in all on board, the vessel proceeded to the island of Dominque; but nothing of special account transpired uself the hour of the dreadin calastrophe came.

On the 28th of August the whed had been blowing frosh, had continued into the night; but it was nothing like a gale of wind. At two o'clock the text night so severe was the tempest that all bands were called to close reaf the sails which was done speedity. Haif an hour later the wind blew a perfect hurricane; yet under close sail the vessel, was kept off before it, and piunged mady through the heryw soa, the high-rolling waves maxing clear over her decks and sweeping every portable thing away. At three o'clock the gale, still growing more furious, tore the sails from their maxing they eas a heavy sea washed the decks from siem to stern again, and every small boat was car ried into the ocean. The vessel then an under f are poles until about four o'clock, when she 'b' cached to'—that is, came to the wind-he man at the wheele evidently bosing all control of the neim if the here we dealed to be the wind-he man nen she 's coached to'-that is, came to the winde man at he wheel evidently being all control of
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ruggly to save in the face of overwhelming disadbitage 's.

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truggic to save in the face of overwheiming disadantagy 3.

The Cartain's Beyorts.

Capt sin Rounseville had left his wife and children
the cabin when first his services were veatured
poil deck, but he had no fear then that the vessel
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could be the had no fear the suddenly, and then
the re was desperate work to do. Just
soon as this took place the high sea
not had the vessel stall some two or three feet
der water. Captain toomseville thimediately
dized an axe and went forward to cut away the
oremast, to order that the vessel must right up.
After cutring the rigging all clear he found the
mast would not fall and commenced cutting that,
but had not given more than two or three blows
before the schooner began to go over gradhally,
and in half a minute, at the longest, the masts
were lying upon the water, the vessel was clear
over. At this time the wind was blowing like a
hurricane and roared like heavy thunder. The
sea was clooping ugly and dashing in whilly from
all quarters. The going over and all was so quickly
done that the captain could not change his position
to get aft where his wife and children and most of
his crew were; for, as soon as the masts touched the
water the vessel settled down bodily, and he was
washed away from the foremast. After being in the
water the vessel settled down bodily, and he was
the spar. He got on to the rigging at the

to get hold of some portion of the rigging, but he didn't sneeced, and the poor fellow dropped away and was never seen again.

Agone Men discovered.

Captain Rounesville also found aere one of the crew, who had been washed away, holding on to the rigging, and an hour later another man swam up and got hold of the mast. When daylight came two men were discovered sitting on the vessel's now. These men had been in the foreastle, and when the schooner went over got out, and as the mast broke secured a place to hold on this the hull partially righted. At about half-past seven o'clock one of the officers came in swimming and got on the deck, but, after speaking a few words to those on the bow, laid down and immediately died from exhauston. He had been in the water about three bours, and was naked and chilled. At about the same time one one of the men found on the mast left and succeeded in getting on board the vessel, the only, portion of which out of water was a part of the port bow. The other man in the rigging was washed away and drowned.

The CAPTAIN GETS ON BOARD.

washed away and drowned.

The Captain Gets on Soard.

Now left alone on the mast Captain Rounseville found it exceedingly difficult to sustain humself. Every sea that washed over the preserve harely giving him from two to ten feet under water, harely giving him time to catch breath as each rolling wave in turn covered him. Se often were these sons upon him that three or four times a numete he was under water and the waves disshed against him with terrific force. At two o'clock in the afternoon the mast slewen around and the men on the resset got a rope to him, and by its aid he was drawn on board to keep company with the other survivors there awaiting the fate.

THERY HOURS MORE.

to him, and by its aid he was drawn on board to keep company with the other survivors there awaiting their fate.

Nothing of special interest occurred during the following theirs hours; all this time, through the dismal, ratches of the night, the research, but not yet saved, men held firmly to their piaces, hoping for help in the coming day. On Monday atternoon another, of the crew swam toward the vessel and comed the others—now five in all. He was seen for two hours before he came up, and was neating on a continuous description of the rail, shout six feet long and can'in door, on which he had been for thirty-six hours. All that these five men had to boil them was a portion of the rail, shout six feet long and eight maches wide. Here they sat, with their feet on the suckes, making fast to each other.

On we the sale, the condition of the weather and of like vessel was such that the captain was able to go to the cabin. He had hoped that he might learn something of the fate of his loved ones, and it was also testinable that something to eat or drink should be fagrad, it anything remained, but the cabin had been washed completely out, and neither the budies were discovered, nor comid anything be got to appears during a triple. This was a citter disappointment, for it had been believed that when the cabin could be explosed, provisions would be obtained, and it and now been four days since a particle of food had been eaten or a drop of fresh water tassed. It was with heavy hearts that the sufferent remarked to their narrow a thing place on the rail, with bull little hope left to excourage them. One ray of hope came however, as a barrel was discovered foothing provisions of some soil two of the men started for it, and, after two ho tars startly work in the water, secured it, but found to their disappointment that it was a provision of some soil two of the men started for it, and, after two hours startly work in the water.

provisions of some soft two of the men started for it, and, after two hoars' steady work in the water, secured it, but found to their disappointment that it was a barrel of epson Salls.

All through the week the captain and his four tempositions ching to the wreck—eight days without food or water. There is hardly another such a case to record. The testimony of all is that the thought of the wreck—eight days without food or water. There is hardly another such a case to record. The testimony of all is that the thought of thought are the such a case to record the residence of suffering—what havoism that can outlie guide the such a terrible ordeal it came to the third that a northly of the such a terrible ordeal it came to the third that a northly of the such a terrible ordeal it came to the third that an outlie was such as the suffering that the such a terrible ordeal it came to the third that and the rot of the mouth it gived there and scaled off in large thakes. Such suffering as was experienced cannot be described. It was fearful beyond telling. On Sune 35 morning the distance of the works, the suffering as the suffering that he described. It was fearful beyond telling. On Sune 35 morning the distance of the works and that had been further than the the distance of the works and there was new hope to the wretched men. Such suncher vassel game in sight should there in less off, and here was new hope to the wretched men. Such the wretched and is for or to be described at about four or tooks in the Alternoon another vessel appeared about four miles of to the wretched and here or described the captain of this vessel, danied and here or described the captain of this vessel, danied soft it also plated. Captain floungerale and his componious were so weak that they could not stand the componious were so weak that they could not stand the componious were so weak that they could not stand the componious were so weak that they could not stand the componious were so weak that they could not stand the componious were so weak

rerished, and as the boat came un they slid into it belpiessly and were taken to the Platworth, where every attention was paid them by the kind-hearted Englishman in command. When taken off two of the saliors were entirely naked, as they had been during the whole week. The sun had bistered them, as it had the captain and the others. All were the merces skeletons. Captain Rounseville, who weighed before the wreck 100 pounds, had lost nearly ninety pounds in his eight days of suffering. A tenspoonful of brandy was given each one to start with, but even this was too much for their shattered systems, and very soon after reaching the ship all were unconscious, and remained in that sinte for two days. On reaching London the survivors were removed to the Salior's Home, in Weil street, where they met with every attention. As soon as he was able Captain Rounseville published a card of thanks to Captain Oxive, and took measures to communicate his gallant conduct to the American Consul, through whom the government will be advised, and will undoubtedly make some suitable acknowledgmen.

The following is the only published list of the lost and saved, and does not include, by name, those of the crew who were foreigners:—

Lost.

Mrs. Rounseville and two children, Mattapoisett,

Mrs. Rounseville and two children, Mattapolsett, Mass.
George W. Fox. first mate, Milton, Mass.
Josiah W. Bates, second mate, Sandwich, Mass.
Josiah W. Bates, second mate, Sandwich, Mass.
Josiah W. Bates, Second mate, Sandwich, Mass.
Josiah W. Bates, New Hampshire.
Edward Roberts, Lancaster, England.
Frank Hussey, Beverty, Mass.
Henry W. Bolles, Hartford, Coun.
Edward Bedell, Somerville, Mass.
Hugh Cameron, Nova Scotia.
Joseph Bartlett, New York etty.
Isaac Alken, New Hampshire.
And eight others, residence unknown, all fore agners.

And eight others, residence unknown, all fore agners.

Saved.

Joo P. Rounseville, master, Mattapoisett, Mr. 88.
Martin Cavanaugh, Clarendon, Vt.
And three Portuguese.

General Remarks.
Captain Rounseville is still suffering from the effects of his terrible experiences, and I did mentally and physically is greatly prostrated. He says he did not expect to live when the waves first washed him overboard. He could no tawim, and made no effort to save himself further? han to catch hold of the rigging as he was washed a against it. All the good swimmers on the vessel were lost. He says if he could have a reacned the cabin, where his wife and children were, he would giadly have died with them, for he feels that though he has say if his own life he has lest all that made life dear to him. He is a man about forly years of age, of pice sing manners, and talks freely, though of course sadly, of the occurrence which has been such 'a heavy weight upon him. In his deep attliction he will have the sympathy of all readers. The Joung man Rolles, of Harford, one of the lost, was welk known here. At one time he was a carrier for the Courant. His parents live on Park street, and it was not until saturday that they were advised of his death, though they had heard of 'the loss of the vessel.

SUBURBAN INTELLIGENCE.

NEW JERSEY.

BLASTING ACCIDIANT-THREE MEN INJURED. ten o'clock yesterday forenoon a quantity of powder exploded while three men were working in a sewer, exploded while three men were working in a sewer, which is being excavated on Myrtle avenue, Bergen city, and the men were severely injured. It-appears that the blast missed fire on Saturday, and the men were unwise enough yesterday to use an ordinary steel drill instead of a copper one in drawfing it. The result was that a spark from the crefal exploded the powder and threw the men away several feet. John Thomas was turned very severely on the face and hands, but his injuries though serious are not of a fatal character. John Richards and William Annin had their faces and hands lacerated by the combination of powder, clay and sand which swept like a shower on them. They were all removed for inedical attendance.

COLLISION ON THE CENTRAL RAILROAD .- As the rain which left Jersey City on the Central Railrond train which left Jersey City on the Central Rairboad at fitteen minutes past eight o'clock yesterday morning was rounding the curve near Communipaw station it ran linto a gravet train which was being switched off and which lay across the main track. The headlight of the locomotive was broken and the locomotive as well as three cars, was thrown of the track, but no person was injured. Trains were delayed two hours in consequence. The flagman, it appears, did not perceive the obstruction in time to give the proper signal and prevent the collision.

Freehold. Freehold.

DROWNING CASUALTY.—On Friday night, while a fishgrman, named David Siocum, who resided along the coast, was returning home from Freehold, after seigng a load of fish, his team of horses, worth sool, in the darkness of the night fell into a mil-poud, between shark river and the Trap Tavern, and both they and their owner were drowned.

Newark.

RAID ON COUNTERPRETERS.—Samuel Hopper, Fred-RAID ON COUNTERPAIRES.—Samuel Hopper, Fred-erick Witten and Affred E. Turner, members, as alleged, of a counterfeit "pushing" brigade, whose operations are not alone confined to New Jersey, have been arrested recently by United States detective Notifeship, and are now in durance vite. Hopper is accussed of having attempted to pass a \$100 bogus bill at the Atlantic Garden, New York. He was lodged in the Tombs until a requisition for his removal here is made out.

WESTCHESTER COUNTY.

ATTEMPTED OUTRAGE BY A NEGRO.-A young lady named Peck, who has been teaching at one of the public schools in the town of Harrison and near public schools in the town of Harrison and near White Plains, was assaulted a few days since white in an outbuilding attached to the school, by a legro who entered and seized her by the throat. The screams of the young lady, with those of some children who saw the occurrence, frightened the relieve of before his design had been carried out and he disappeared in the woods. His intended victim has since been serious it. Such is the excitement in the neighborhood of the outrage that threats are made to lynch the negro, for whom the indignant citizens are keeping a sharp look out.

LONG ISLAND.

THE HOUSE OF GEORGE DAVIS, in Hicksville, was entered on Sunday night and robbed of \$200 worth of goods. The village Post Office, next door, was also robbed on the same night of thirty dollars in postage stamps.

Another Accident on the Southside Rail-

ROAD.—Yesterday morning the accommodation train on the Southside Railroad ran over a cow near Glen-dais and was in consequence thrown from the track, causing some little defeation to travel.

DEDICATION OF A NEW CATHOLIC CHURCH.-Yesterday morning Vicar General Turner, of Brookiyn, assisted by Drs. Huber, Farley and Hubbard, performed the dedicatory services of the Churca'of St. Boniface, at Foster's Meadow. The new ediffice it a heat and commodious one, and occupies a pleasant site at the entrance to the village. The Vicar General was accompanied by a number of persons from Brooklya.

FAT MEN'S ASSOCIATION AND CLAM BAKE SOCETY.

The Coming Ball and Accession of Feather Weights.

There was a small assembly of large men last night in one of the rooms of the Revere House, Broadway, for the transaction of the ordinary bustuess of the organization of the Fat Men's Association. This association was well represented by a goodly number of the representative bodily organi-zations of the members, J. P. Fisk, president, in the

goodly homoer of the representative bodily organizations of the members, J. P. Fisk, president, in the chair.

Shortly after the assembly of these ponderous bodies in one of the small rooms of the house it was found necessary to blow off the steam that evaporated from so large a concentration of the too solid fesh by opening several of the windows. A new chair had been provided by Brother Coe for the portly, substantial, good-matured president. It had the appearance of being very fraginity constructed, but Brother Coe assured the members that it was built on principles having regard to the large and weighty body it was intended to seat, and when the coair got fitted to the burden it would no longer groun beneath the loss.

The fat men propose to give a ball in Irving Hall on the John of December, and the members were very much exercised last night as to the arrangements. In fat and ican kind are to be thereo. Ladies to match the fat men sere to be looked after, and therefore any lady over 200 pounds may be pardoned if after this notice size is on the tip-toe of expectation. The younger and procher size is the more eligible she will be, all other things being equal.

THE CENTRAL POLICE OFFICE.

Last night this building, which on more than one occasion has been left, as far as outward appearances go, entirely in charge of a janitress, John Duval, telegraph operator; a doorsman and a member of the Excadway aquad, was graced by the presence of the gental segior inspector, as a representative of the Superitondent, and officers fring and Moore in charge of the descrive office. During the cattre night this staff was on duty, and none of them for a moment absented themselves for the purpose of visiting concert saloons of questionable repute. A marked improvement is observable in the management of this important branch of the city service. ances go, entirely in charge of a janitress, John Du-

ACCIDENT TO GENERAL WOOL.—We learn that on Saturday siternoon last our honored townsminn, General Wool, accidentally tripped and fell while walking on the plazza of his residence, and was quite seriously injured by the fail. He was conveyed to his chamber and luminediate medical attendance summoned, and was somewhat more comfortable yearerday. We regret to learn that the health of the tieneral has recently been failing. We hope that his wonted vigor will soon return.—Troy Whig, Soc. 1.

EROCKLYN INTELLICENCE.

ARRESTS.-There were 1,376 arrests by the police it this city during the month of October.

LOST CRILDREN.—There were 114 tost children found wandering through the streets of Brooklyn during the past month and restored to their respec-tive parents or guard tans.

ARRAIGNED ON CHARGE OF COUNTERPEITING. diliam L. Kemr, ton was arraigned before United William L. Kemp ton was arraigned before United States Commissioner Jones yesterday morning on charge of cor interfeiting one cent internal revenue stamps. The accused was arrested by officer I. C. Nettleship, of the Secret Service Department, near Prince's P.ay, Staten Island. A press and a quantity of stamps, such as are used on matches, sneed, we, we found on the premises occupied by the defend ant. The paper used was coarse in quality and Pac engraving is poorly executed. Kempton was acid in \$10,000 ball to appear for examination on 'Mednesday next.

THE CARBOLIC ACID EXPLOSION.

Inquest Before Coroner Jones

The inquest touching the late terrible explosion of a tank of carbolic acid at the works of the Robins Wood Preserving Company, at the corner of Third and Bond streets, South Brooklyn, by which catastropne Martin Voorbies (inventor of the patent) and Michael Geoghau, a workman, lost their lives, was

resumed yesterday morning.

Richard W. Trundy, assistant superintendent of the works, was called to the stand, and being reminded by the Coroner of the part of the testimony given on Friday where he left off, he continued as ollows:-The fire was fed from the side under the boiler; the furnace is about seven feet the boiler; the furnace is about seven feet by four and two doors opened into the furnace in coming from the gauges up past the cocks; I saked Mr. Voorhies if I had not better open them, and he said not to do so until the pressure became greater; the water was dispping from the Boad of the boiler in several small stream; we immediately tried to screw the head and partially succeeded in stopping the water; this water was the product of what had been driven from the wood by the product of what had been driven from the wood by the product of what had been driven from the wood by the product of what had been driven from the wood by the product of what had been driven from the wood by the product of what had been driven from the wood by the product of what had been gutters were full of oil, which flowed over into the tone angle trons of the boilers. I from gutters was again gone over with. I think there inches construction and location of the angle from gutters was again gone over with. I think these gutters were full of oil, which flowed over into the oil in the boiler, and immediately the explosion occurred; in building the machine we put a pece of half inoh iron near the end where the fire is, as we supposed that the extra heat would require this, while the iron need not be so thick at the other end, where it was three-eighthis; the vapors referred to as issuing from the valve were only vapors, probably mapitha vapors; I think the dropping of the oil from the gutters, and their contact with the heated boiler iron, caused all this steam generated at the moment of the explosion; at this time no safety valve of any size would have been of use; I think the overflow was due to not urning the cocks; I suppose the water we saw dripping from the boiler must have been condensed from vapor at the top of the boiler; there was no evidence of a delective flue; I should have known it. If there was; the head containing the gauges was carried about ten feet; both heads of the boiler we the boiler; the furnace is about seven feet by four and two doors opened into the furnace in coming from the gauges up past the cocks;

The inquest was further adjourned until Wednes-

CONFLAGRATION IN WILLIAMSBURG.

Loss Nearly Forty Thousand Dollars. At about half-past six o'clock last evening a fire, believed to be the work of an incendiary, broke out in the carriage factory of Titus & Shepherd, No. 31 Grand street, Williamsburg, and the dames spread with fearful rapidity. The factory was a two story frame building, the first floor containing several car-riages and the second all the machinery and valuable property of the firm. The former was saved and the latter destroyed. Loss \$10,000; partially usured. The flames then spread rapidly, producing the utmost consternation in the populous neighborhood, and before ten o'clock the following mentioned property was destroyed—Stable, sheds and one house belonging to Bernbardt vath, rear of No. 29. Loss, \$600; insured for \$290.

\$200.

Orchestrion Hail, John Gross, proprietor, 33 Grand street. Loss, \$12,000; insured for \$5,500. The splendid organ of this establishment, valued at \$10,000, is believed to be irreparably damaged. It was not have

believed to be irreparably damaged. It was not instreal.

No. 10 South First street, occupied by James Ramsey, was damaged to the amount of \$200.

No. 14 South First street, occupied by Mrs. Corley, sustained a damage of \$3,000; insured for \$2,000 in Citizens' Insurance Company, Mrs. Jane Stewart, tenant, lost furniture valued at \$1,000, and Mrs. Brown, \$300; in ourance.

No. 16 was owned by Thomas Price and occupied by Henry Taylor and A. Voght, Loss on building \$2,000; insured. Mr. Taylor loses \$1,000 on furniture and Mr. Voght \$500; no insurance.

The inflammable nature of the property desiroyed caused an immense volume of game, and Williamsburgers returning from New York in the various ferryboats docked to the scene of conflagration in great numbers, thus rendering it difficult for the police to keep Grand and South First streets, between First and Second streets, open for the firemen, but before the flames made any great progress inspector Folk and Capitaln Woglom brought up a large force of men and materially aided the firemen.

"WOODMAN, SPARE THAT THEE."

Another Landmurk Torn Down. By degrees one after another of the old landmarks around which centre many historic remmiscences are disappearing, and no mementoes of them are left, day workmen, by order of the Street Commissioners, unde an assault upon the old tree, planted by an early Dutch settler in front of what is now known as No. 1,161 Broadway, and by six o'cock in the evening it was snor of its veteran branches that for centuries has stood the blasts of the horth winds. The work of decapitation was superintended by Captain Burden and officers of the Twenty-minh preciset, who, about ave o'clock, formed a precise, who, about ave o'clock, formed a precise, who, about ave o'clock, formed a precise, who, about ave delayed the passage of cars and pedestrians. A descendant of the Mickerbocker who planted it shood by and watched his demolition, as limb after himb, by means of block and tackle it was gently lowered into the street. There was fully 1,090 persons present, but not one was found to exclaim:—

"Woodman spare that tree, day workmen, by order of the Street Commissionera

when the men coased work at six o'clock for the day nearly all the men coased work at six o'clock for the day nearly all the scientific and by the scientific and by evening not a remnant of the "old tree" will remain in Broadway to proclaim its severeignity of the aboriginal growth. A branch of the tree has been preserved for the purpose of being placed beside the branch of the Sunyesant tree in the office of Commissioner Brennan, in the Central Police office.

A COLORED CANDIDATE FOR IMMORTALITY.

The Eighth precinct report that at forty-five minnies after midnight this morning, Clara Stevenson, colored, of 78 Grand street, died suddenly while atcolored, of 78 Grand street, died suddenly while attending a mission church at 14 Sullivan street. The Coroner was notified to hold an inquest, the surget in having pronounced the woman dead, but subsequently the remains indicated that the woman was in a trance, and the Coroner is thus cheated out of a fee. Notwithstanding the incident occurred early in the evening, the particulars were not scoured at the Central Office from Captain Mills' sergants until after one o'clock, at too late an hour to learn further particulars of this singular case.

SHIPPING NEWS.

Almanne for New York -This Day.

Sun rises...... 6 31 | Moon rises..morn 4 35 Sun sets...... 4 56 | rligh water...eve 7 12

PORT OF NEW YORK, NAVEMBER 1, 1869. CLEARED.

Steamship Allemannia (7 (G), Winzen, Hamburg via Phymouth and Cherboug—Kun'ardi & Co.
Steamship Henry Cha', meey, Maury, Aspinwall—Pacific Kail Steamship Co.
Steamship Co.
Steamship Co.
Steamship Francour & Bragg. Portland—I P Ames.
Ship Palmerston '(NG), Kolin, Hamburg—Funch, Edye & Co.

Bark Omoa (Br), Porter, Cork for orders-Miller & Hough-Bark Helene (NG), Knuth, Rotterdam-Funch, Edye &

Co. Hark Wild Cazelle, Nickerson, Gibraltar and Genoa-V H Brown & Co. Bare Eller, Peterson, Havana-J E Ward & Co. Brig Cor inental (Br), Card, Liverpool-J F Whitney & Co. Brigg Nagad Br), Richardson, Clentuegos-Tucher & Light-brigg Nagad Br), Richardson, Centuegos-Tucher & Light-

Brig F (or del Mari (Br), Fellow, St Johns, NF, and St Pierre, Miq.—J Edmiston. Schr. Frank Treat, Wood, Para.—C Ludmann & Co. 19—J Edmiston, Schr. Frank Treat, Wood, Para—C Ludmann & Co. Schr. Machief (Br.), Mever, Port Spain—B J Wenberg. Schr C C Bearse, Hodgdon, Arroyo and Ponce—Miller & Josephton.

oughton. Schr Annie E (Br). Edgett, Kington, Ja—P I Nerius & Son. Schr S A Fabens, Crocker. St Martins—H A Vatable & Son. Schr Henry Middleton, Brower, Harbor Island—B J Wen-Schr Impudence (Br), Givan, St John, NB-lieney & Par Schr Albert Thomas, Rogers, Key West-Bentley, Miller & homas. Schr Poloter, Nichols, Uncasville—H W Jackson & Co. Schr Evelyn, Burger, Stamford, Steamer Novelty, Wilcox, Philadelphia.

ARRIVALS.

RPFORFED AY THE HETALD STAM YACTES.
Steamship City of Paris (Br., Mirehouse, Liverpool Oct 21, vite makes and passengers, to John 67 and the Community of Paris (Br., Mirehouse, Liverpool Oct 21, vite makes and passengers, to John 67 and Community, Inc. of the Community of Steamship Colorado (Br), Williams, Liverpool Oct 20, via Queenslown 21st, with make and 74t passengers, to Williams & Guion. Oct 27, lat 46 11, lon 48 46, signalized bark Renfrewshire, bound E; 31st, lat 49 28, lon 69 23, passed steamships City of Brussels, hence for Liverpool, and Europa, do for Glasgow.

Queenstown 21st, with mulse and 742 passengers, to Williams & Guion. Oct 37, lat 45 11, lon 48 48, signalized bark Renfrewshire, bound E; 31st, lat 40 28, lon 68 23, passed steamships Gity of Brussels, hence for Liverpoot, and Europa, do for Glasgow.

Steamship Eirle, Partiridge, Galveston Oct 17, via Key West 24th, with mulse and passengers to C H Mallory & Co. Oct 23, no lat, ex, spoke ship Westmoreland, from — for New Orleans; off Tortugas, signalized a ship showing a white flag with a red cross, steering west.

Steamship Cortas, Neison, New Orleans Oct 23, with mulse and passengers, to H B Cromwell & Co. Had strong NW gales and heavy sea after passing Hatteras.

Steamship Cortas, Neison, New Orleans Oct 23, with mulse and passengers, to Livingston, Fox & Co. Experienced strong NNW gales, with heavy sea, from Hatteras up; Oct 36, lat 36 38, lon 46 at 46, wind blow he heavy from NNW, exchanged Strong NNW gales, with heavy sea, from Hatteras up; Oct 36, lat 36 38, lon 46 at 46, wind blow he heavy from NNW, exchanged New York schoolship Mercury, Capt Stetson, from a crusse, to Commissioners of Public Charlies and Correction. The Mercury is a ship of 190 tons, officered by a captain, three mates, salling master, paymaster and surgeon, crew 20 men and 120 boy apprentices. The ship is thoroighly appointed in all respects and governed by man-of-war rules.

Ship Jane Fish (of Tomaston, Brown, Liverpool, 35 days, with midse, to Snow & Burgess. Has been 14 days to the weatward of Sable Island, with heavy weaterly winds; Oct 17, on the Banks, spoke whating sehr Gen Sherman, Clark, of Beverly, to sall in a few days.

Ship S F Herzsy (of Searsport), Nienols, Antwerp, 31 days, with make, to Wale & Carver, Had S and SE winds up to the Banks. Has been 15 days to the weatward of the Banks, with make, to Wale & Carver, Had S and SE winds up to the Banks, with party of Wale & Carver, Had S and SE winds up to the Banks, with party of Searsport), Nienols, Antwerp, 31 days, with midse, to Found & Cerver, Wale Sa and SE winds up t

passed Gibratar same nigat, with Iron to Fordina a Certos, resset to Miller & Hongaton. Had heavy weather the entire passage.

Brig Henry & Louise, Potter, Port an Prince, 21 days, with offee, logwood and 2 passengers to H Becker & Grand Hadden, and the same of the same

d boat Oak, Stack, Ottawa 20 days, with lumber to R V Adams, Canal boat A P Cook, McMillan, Quebec 25 days, with lum-er to C H Mathewa. Oriental, Swift, Quebec 25 days, with lumber to Canal Soat Oriental, Swit, Quesce 25 days, with number to if Mathews. Canal boat Summit, Broughton, Redentiguy, CE, 20 days, th number to Brett, Son & Co. Canal boat Joachin, Bigelow, Repentiguay 21 days, with mber to Brett, Son & Co.

Passed Through Hell Gate,
BOUND SOUFI,
Schr Welcome Home Br.), Hatteld, Windsor, NS, 10 days,
for New York, with plaster, to Crandall, Umphray & Co.
Schr Wentworth (Br.), Hunter, Windsor, NS, 8 days, for
New York, with plaster, to Crandall, Umphray & Co.
Schr Vaitant (Br., Crane, Parreboro, NS, 9 days, for New
York, with plaster, to Tandall, Umphray & Co.
Schr Vaitant (Br., Crane, Parreboro, NS, 9 days, for New
York, with plaster to Painter, Walton, NS, 8 days,
for New York, with plaster to Peniston & Co. Schr Morford & Trubec (Br), Farker, Walton, NS, 8 days, for New York, with plaster to Peniston & Co.
Schr Bucco (Br), Chalmers, St John, NB, 18 days, for New York, with lumber to P.J Nevins & Son.
Schr D Sawyer, Drisko, Harvey, NB, 30 days, for New York, with spling to Holyoke & Murray.
Schr Pacific, Wass, Calais for New York, with lumber to

Schr Pacific, Wass, Calais for New York, with staves, Jed Frye & Co.
Schr M Weeks, Gillman, Belfaat for Rondout, with staves, Schr Paleaware, Wood, Elisworth, 7 days, for New York, with Lumber to T Mayhow & Co.
Schr James Tilden, Davis, Elizworth for New York, with lumber to Brett & Son.
Schr Hota, White, Lubec for New York, with fish to Jed Ptye & Co.
Schr Marçaret, Barhour, Milbridge for New York, with lumber to Chase & Talbot.
Schr Justina, Keen, Rockland for New York, with lime to Adrian, Everett, Rockland for New York, with lime. Schr S T Loud, Loud, Rockland for New York, with lime to J R Brown. Hannah D, Chase, Plymouth for Elizabethport, with

Billow, Wallace. Rockport, Me. for New York, with for the new Post office. D Griffin, Gould, Gloucester for New York, with fish Schr Schröner, Schröder, West, Boston for New York,
Schr Pancis Edwards, West, Boston for New York,
Schr Lucy A Blossom, Chatfield, Boston for New York,
Schr Lucy A Blossom, Campion, Boston for Philadelphia
Schr Megge Van Dusen, Compion, Boston for Philadelphia
Schr Deborah Jones, Baker, Hoston for New York.

Schr Mary Hoxie, Berry, Nantucket for New York, with fish to Bouers & Co. Rogers & Co. r W W Dickinson, Rodgers, Nantucket for New York, sish to Rodgers & Co. r Redwing, Davis, Nantucket for New York, with fish

with ush to Rodgera & Co.

Schr Raiwing, Davis, Nantucket for New York, with flab
to 8 if Miller.

Schr Fryaway, Kelley, New Bedford for New York,
Schr Fryaway, Kelley, New Bedford for New York,
Schr Fryaway, Kelley, New Bedford for New York,
Schr Honty, Schraces, Kelley, New Bedford for New York,
Schr Holm, Ferry, New Bedford for New York,
Schr Helsen, Ferry, New Bedford for New York,
Schr Helsen, Ferry, New Bedford for New York,
Schr Helsen, Ferry, New Bedford for New York,
Schr John Lozier, Trettehen, Tanton for New York,
Schr Louisa, Hamblin, Frovidence for New York,
Schr Louisa, Hamblin, Frovidence for Kew York,
Schr Louisa, Hamblin, Frovidence for Elizabethport,
Schr Dieffler, Allen, Frovidence for Elizabethport,
Schr Biles Louisa, Hawkins, Providence for New York,
Schr Elies Louisa, Hawkins, Providence for New York,
Schr Elies Lius, Schley, Providence for New York,
Schr Honger, White, Providence for New York,
Schr Honger, Bells, Smith, Providence for New York,
Schr Haura Robinson, Robinson, Providence for New York,
Schr Haura Robinson, Robinson, Providence for New York,
Schr Hamblin, Providence for New York,
Schr Hamblin, Providence for New York,
Schr Hamblin, Hawkins, Providence for New York,
Schr Hamblin, Providence for New York,
Schr Hamblin, Providence for New York,
Schr Hamblin, Hawkins, Providence for New York,
Schr Hamblin, Hawkins, Providence for New York,
Schr Hamblin, Hawkins, Providence for New York,
Schr Louis & British, Chila, Providence for New York,
Schr Louis & British, Haker, Newport for New York,
Schr Got Spinits, Young, Norwich for Hoboken,
Schr Louis W Britishl, Latham, New Loudon for New
York,
Schr Tonis Bodine, Bunce, New London for Rondout,

Schr Louisa W Brissali, Latham, New London for New York.

Schr Tunis Bodine, Bunce, New London for Rondont,
Schr C Lawron, Hall, Portland, Ct. for New York.

Schr R G Russell, Russell, Rottand, Ct. for New York.

Schr R G Russell, Russell, Portland, Ct. for New York.

Schr R S Buckingham, Lewis, Portland, Ct. for New York.

Schr Hosell, Ray, Dertland, Ct. for New York.

Schr Hosell, Ray, Dertland, Ct. for New York.

Schr Sins Brainard, Buell, Portland, Ct. for New York.

Schr Halan, Baker, New Haven for Elizabethport.

Schr English, Raker, New Haven for Elizabethport.

Schr Engelite, Rackett, New Haven for Elizabethport.

Schr Engelite, Rackett, New Haven for New York.

Schr English, Baker, Name Haven for Ribabethport.

Schr Estrifvant, Cruse, Block Rock for Rarlan Biver.

Schr R M Clark, Stocking, Middletown for New York.

Schr Estrifvant, Cruse, Block Rock for Rarlan Biver.

Schr Estesion, Murphy, Cold Spring for Bondont.

Schr Estesion, Murphy, Cold Spring for Bondont.

Schr Estesion, Murphy, Cold Spring for Bondont.

Schr Le Crocker, Thrasher, Philadelphia for Providence,

Schr Le Hves. — Philadelphia for Providence,

Schr Le B Ives. — Philadelphia for Providence,

Schr Le Burton, Johnson, Philadelphia for Providence,

Schr A Burton, Johnson, Philadelphia for Providence, Schr Scud, — Tranton for Hartford, Schr Gust, Martin, Tranton for New Haven, Schr Junge Einson, Lewis, New Brunswick for New Ha-

Schr Judge Bunvon, Lewis, New Bruhewick for Sew Sein.
Schr Harriet & Sarah, Murnhy, Amboy for Hartford.
Schr Harriet & Sarah, Murnhy, Amboy for Hartford.
Schr Harriet & Sarah, Michael for Warsham.
Schr E & Checabrough, Bobinson, Arbany for Westerly,
Schr Lacy Ames, Landon, Rondon for Seston.
Schr Lacy Ames, Landon, Rondon for Seston.
Schr Lacy Ames, Landon, Rondon for Seston.
Schr Brauch, — New York for Brandon.
Schr Gro W Glover, — New York for Daylor.
Schr Gro W Glover, — New York for Stamford.
E Schr Se E Goodwin, Waterbury, New York for Stamford.

BELOW. Brig Mary, from West Indies. SAILED.

Steamship Henry Chauncey, Aspinwall. Wind at sunset WNW, light.

Marine Disasters.

SHIP FRANK N THAYRE (not as reported in news columns yesterias), Towne, from San Francisco for Liverpoo, with a cargo of wheat, on Sept 4, in lat 23 d N, lon 131, encounted a cyclone and spring a leak; the cargo shifted and she was compelled to put into N conobile prior to Oct 20, discharge her freight and repair the damages. SHIP W J HATFIELD, from Liverpool for Baltimore, which passed Fortrees Monroe AM 1st lint, has lost foretop-galantmast.

Buis Makta (Br), Phillips, from Boston for Sydney, CB, a stowed into Hallian Ist just distinguished. S clir OLIVER (of Cohasset), Leathers, from Bangor for Dan-

of Wednesday night, when 20 miles from Seguin, and commenced to lake badly. By great exertions she was kept under double recled foressit, and on Prilay evening anchored of Rye Harbor full of water. Captain L was in Portamouth on Saurday morning to get a steamer to tow his schooner to that port. The crew have been compelled to remain on the decek load since Wednesday and to live on such provisions as could be fished out of the cabin, which was below.

Liverpool, Nov 1—Ship Kate Prince, from Callao June 2 for Cork for orders, was in the Bristol Chaunel Oct 31 leaky.

leaky.

PORTEMOUTH, NH, Oct 80—Brig Elsinore (of Digby, NS), Moore, in beating out of the river on Wednesday evening, misstayed and went ashore on Clark's Island and bulged. The vessel was light. She is a veteran of thirty-three summers, and yesterlay was sold at auction by William H Hackett for \$232. She will be broken up.

RAMSGATE, Oct 20—Ship Frank Shaw, built in the United States in 1858, owned by George Cairna & Co. of North Shelds, from Shields for Genoa, got on the Goodwin yesterday afternoon and became a total wreek. Eight men were drowned.

The wreck lying between the triangle buoys at Key West has been cleared away by the gale, and the channel is clear.

has been cleared away by the gale, and the channel is clear.

CONSULATE OF THE REPUBLIC OF ECUADOR;

NEW YORK, NOT 1959.

TO THE EDITOR OF THE HEIGHT.

SIM—For the guidance of individuals having commercial intercourse with the republic of Ecuador I desire to communicate through the medium of your columns the following important changes in the customs 'tariff of that government:—All weights and measures to be of the metrical system.

Articles of general consumption, not superfluous, shall pay an import duty not to exceed 15 per cent of their average value in the principal port and market of the republic. Upon all superfluous articles, not general, the rates may be raised as high as 25 per cent. In regard to articles the duties upon which are not increased there will be no other charges than the soft in the control of the weights and measures of the metrical system.

Duties upon wines and fermented fluors remain unchanged. But the duties upon other alcoholic fluores shall be double those exacted prior to the decree dated February 16, 1889.

India rubber and bark shall bay an export duty of two dol-

changed. But the many he doubt those exceed prior to the decide those exacted prior to the decide of two dollars (current money of Ecuador; upon each quintal, Orchilla weed four reals (fifty cents) upon each quintal, Orchilla All port and navigation dies, except pilotage, are suppressed. Light dues will be collected at ports where light houses are established. So long, however, as the light on Santa Clara remains as it now is no light dues are to be exacted in the port of duaya (he for the decided of the control of the contro

Whalemen.
Schr Washington sailed from Bermuda Oct 18 on a cruise

Ship Nereus, Mill er, from Callao for Queenstown, no date, lat 13 N, ion 31. lat 13 N, lon 31.
Selly Congress, Purington, from Akyab, &c. for Falmouth,
Selly Francis B Cutting, Tyson, from Liverpool via Queenstown for Baltimore, no date, lat 47, lon 14.
A bark showing frowbridge & Son's signal, bound N, Oct
21, lat 29 15, lon 68 41. Foreign Ports.

BRISTOL CHANNEL, Oct 31-Arrived, ship Kate Pince, Joby, from Callao, leaky.
BROUWERSHAVEN, Oct 19-Arrived, Auguste, Von Harten, Baltimore.

RYEMPHAYEN, Oct 19—Sailed, Koumos, Wierichs, and Columbus, Hillmer, NYork; Laura, for Baltimore; 20th, Ocean, Gerdea, New Orleans.

BARCKLONA, Oct 6—Sailed, Eufemie, Saias, New Orleans.

BARIA, Sep 17—Sailed, acht Tigrie, Morris, NYork.

CARDIFF, Oct 20—Sailed, Benj Bangs, Rocko, Galic.

COWES, Oct 29—Sailed, David Brown, Nichola, Newport,

Eng. CAGLIABI, Oct 11-Arrived, Stefano Aupick, Medici, New CAGLIARI, Oct 11—AITHON, REBRIX Asphodel (Br.), Bayfield, to floston ldg.
COLOMIO, Sept 18—In port bark Asphodel (Br.), Bayfield, for Boston ldg.
On Arrived, Freeman Dennis, Fletcher, London for Boston (and anchored).
DUBLEIN, Oct 19—Satied, B Rogers, Crosby, New Oricans.
DUBLEIN, Oct 19—Satied, B Rogers, Crosby, New Oricans.
DUBLEIN, Oct 19—In the Colombia Col (York.)
DENIA, Oct 14—Sailed, Royal Arch, Hawkins, NYork.
FALMOUTH, Oct 20—Arrived, Almata, Andrews, St Marc.
GEEENOCK, Oct 17—Sailed, Cerastes, Brunton, San Fra

GENOA, Oct 7-Arrived, C Madura (?), Morlander, Philadel phia.

HAVRE, Oct 18-Arrived, Hulfden, Olsen, NYork; 20th,
John E Chase, Davis, do; 21st, Forest Eagle, Hosmer, New John E Chase, Davis, do; 21st, Forest Eagle, Hosmer, New Orleans. Sailed 17th, Hannover (a), Himbreck, Havana and New Orleans.
HAMBURG, Oct —Sailed from Cuxhaven 19th, Friedeburg,
Boysen, Nyork.
HONOLULU, Oct 20—Arrived previous, ship Ceylon, Tilton, Boysen, NYork

HONGULU, Oct 20—Arrived previous, ship Ceylon, Tilton,
Boston.

Salied previous to Oct 20, bark R C Wylie, for Palmouth, E.
Touched at do previous to Oct 20, ships Grace Darling,
Spear, from San Francisco for Baker's Island; Mary Gir,
Townsend, and Titan, Berry, do for do.
In port Oct 20, ship Frank N Thayer, Towne, from San
Francisco for Liverpool.

Liverpool. Oct 19—Arrived, Nebraska 48, Guard, and
City of Brooklyn (8), Brooks, NYork; Hibernia (8), Smith,
Ouchee; 20th, Nalia 84, Hains, SW-Sans; 20th, Edith, Balrason, NYork; Republic, Upton, New Oricans; Adelatic
Baker, Sutton, Savannah; Eric (8), Websier, NYork; Eurmah, Churchill, Savannah; Buccohalus, Thompson, Mobile.
Cleared 19th, James E Brett, Patten, NYork; Frigate Bird,
Lippe, Philadelphia; Holen Angier, Staples, Havann or Matanzas; 20th, Mini, Susich, NYork; General McClellan, WilHams, do; British Trident, Armstrong, Mobile; City of Manchester, Philips, Savannah; Ann Malsh, Fossett, and Pegauss, Cornwall, Moricans; Clara, Nickela, Charleston;
Ernestine, Knight, Matanzas,
Batered out Bild, Cultivator, Russell, NYork; Toxas,
Meentzen, Calveston; Zuli, City of Brooklyn (a), Brooks,
LoxDox, Oct 19—Arrived, Lindesnaes, Olsen, NYork; Nov
I, Bellona (8), Guard, NYork; G Canning, Bradford, Philadelphia; Treuton, Dumaresq, New Orleans,
LoxDox, Oct 19—Arrived, Lindesnaes, Classidy, New
Orleans.

Levillen, Oct 9—Arrived, Agameumon (8), Middleton,
Levillen, Oct 9—Arrived, Agameumon (8), Middleton,

Orleans.
Livation's, Oct 9. Arrived, Agamemnon (s), Middleton,
Livation's, Oct 9. Arrived, Agamemnon (s), Middleton,
Cardiff (and left for Nyork),
In port 19th, barks Ucla, Whittemore, for Nyork (to sail
Nov 19); Argo (Br., Coudey, for do (to sail in November), Nov 101; Argo (hr. Conney, to do to said in Sovember, and others. Moville. Nov 1-Arrived, steamship Nestorian, Aird, Others for Liverpool (and proceeded).

Bill, Haddocked, — Sailed, Sparta, Brown, NYork; 19th, Ed. Bill, Haddocked, — Arrived, Lucy A Nichols, Edwards. Manuscritters, Oct. 18.— REGILLES, Oct 18-Arrived, Lucy A Nichols, Edwards NYOTE, NATIES, Oct 10-Arrived, Ortolan, Leeman, Philadelphia; 1th, Serpentina, Verveina, NYOTE, POETSMOUTH, Oct 20-Sailed, Moses Day, Woodward, New PLYMOUTH, Oct 19-Off, Mary Bentley, Clark, frem Shield for Palerma PORT TALBOT, Oct 20-Sailed, Essex, Newcomb, New PALMA, Oct 9—In port brig Chrabelle, Tracy, rewoomle, New Orieans.

PALMA, Oct 9—In port brig Chrabelle, Tracy, for Messina next day to load for Nyork.

QUEENSTOWN, Oct 29—Arrived, Aberdeen, Cole, Callao Chefore reported arrived in the Downs 29th; Rist, Eina (c).

next day to load for NYork.

QUEEKSTOWN, Oct 29—Arrived, Aberdeen, Cole, Callao before reported arrived in the Downs 28th.: Sist. Etna (e., Lockhead, and Idaho (e., Cutting, NYork for Liverpool; Nov., Iripoil (e.), LeMesaurier, do for do 1 and proceeded).

Salled Oct 18, Unione, Gavassa, Dublin.

RIO JANERO, Oct 8—Salled previous, bark Aquidneck, hesebrough, Battunore.

SHIELDS, Oct 19—Arrived, Melbourne, Horton, Antwerp.

Salled 20th, Cariton, Trecartin, Savannah; J. G. Boynton, Yayout, Havana. Waycott, Havana. In port Spith, Eureka, for NYork, preparing for sen. SOUTHAMPTON, Nov I—AFFIRED, Steamship Deutschland, Neynaber, NYork for Bremen.
Yamouvii, IW, Oct 19—Sailed, Success, Chase (from London), Mobile.

BOSTON, Oct 30, P M-Arrived, ship Therese, Mudget, Liverpool; barks Venus, Davis, Liverpool; Nicholas Thayer, Crosty, London; brig Sarah, Gorban, London; echrs Isabel L Pierce, Pierce, Tangier; G R Lanfair, Lewis, Province-

town.
Cleared-Steamers Oriental, Snow, Savannah; Roman, Baker, Philadelphia; schrs. J. E. Preit, Niekerson, Philadelphia; to Grove, Wester, Nyork; Galota, Lovell, Albany; E. Williams, Cornish, Nyork.
Oct. Il.-Arrived, steamer Concordia, Hedge, NOrleans; barks Eyelana (Br.), Mahoney, Liverpool; Carl Georg (NG), Stover, London. Oct 31—Arrived, steamer Concordia, Hedge, Norleans; barks Evelana (Br.), Maboney, Liverpool; Carl Georg (NG), Stover, London.

Nov!—Arrived, steamers Norman, Philadelphia; Nereus, Nyork; schr Galena, Torks island.

NAO'R: schr Galena, Torks island.

HALITMORE, Oct 30—Arrived, schra Sca View (Br.), Williams, Ganlea, PR; Stephen Hotchkies, Hodgdon, Boston; J B Kno wies, Cousins, Berbiee. Below, brig Labella, Fulton from NYork, to load for Sagua.

Cl. earned—Bark C R. Rogers, Merrison, Arroyo, PR; schra J Cl. earned—Bark C R. Rogers, Merrison, Arroyo, PR; schra J Cl. earned—Bark C R. Rogers, Merrison, Arroyo, PR; schra J Vor Scotled, Dissosway, Hoboken.

Salied—Barks Acacala. Harmony, Island Queen.

HRISTOL FERRY, Oct 29—Salied, sehr Theodore Dean, Phillips, Georgetown, DC.

BRISTOL, Oct 30—Arrived, steamer Osgray, Smith, NYork; schr Chas L Hubse, Lible, Elizabethpurt; sloop liarvest, Corwin Providence for NYork.

Salied—Schr Almira Fletcher, Rogers, NYork.

CHARLESTON, Oct 29—In the Roads, bark Oswego (Br.), Roberts, St. Andrews, NB.

Cleared—Brig H C Brooks, Briggs, Philadelphia; schrs Ecoms Watsworth, McIntyre, Boston: Carrier Holmes, Iodines, and L. O'C Wishart, Mason, Wilmington, N. R.C. C V. Williams, Thompson, Philadelphia; echr Georgetta Laurence, Robinsan, Boston via Wilmington, NC.

NOY I—Arrived, steamship Weyboszet, NYork; brig Fomento, Matanzas.

FERNANDINA, Oct 27—Cleared, schr Rosweii, Copp. Port

pento, Matanzas. FERNANDINA, Oct 27—Cleared, schr Roswell, Copp. Port an Prince, Trinidad.

FORTRESS MONROE, Nov 1—Passed up, ship W J Hatfield, Murphy, from Liverpool for Bailimore; back Archos,
Hopkins, do for do.

Fassed in Oct 30, schr Arctic, Norris, from St John, NB, for
Bailimore. Passed out 29th, schr Valeria (Br.), Matanzas;
Schl, barks J Cargili, for Ireland; Talisman, for Rio Janeiro;
Manitou, for ——; brigs; Romance, for Navassa; Premier, Ashibot, or — i brigs Romance, for Navassa: Premier, de Conglettown, SC, Oet 27—Arrived, schr Palmer, Ireland, Nyork.
George 25th, brig Chas Westey, Griffin, Belfast; schr S E Woodbury, Woodbury, Battimore.
INDIANOLA, Oet 25—In port brigs Emily, West, dag; Belle of the Bay, Noyes, for Nyors, Idg.
MOBILE, Oet 27—Cleared, ship Albert Gallatin, Chandier, Liverpool; Schr Anna, Whitmore, Utilia Island.
NEW ORLEANS, Oet 27—Cleared, ship L L Sturgez, Linguist, Haves.

NEW ORLEANS, Get 27—Cleared, ship L L Surges, Linnekin, Barre, steamship Mariposa, Kemble, Nyork,

ilist Arrived, steamship Mariposa, Kemble, Nyork,
Sopthwest Pass, Oct 27—Arrived, ship Mogul, Freeman,
Kennebunk, Met brig Hoge, Montarcha, Harsma,
Satied, Steamship Almanbra,
Satied, Satied, Satied, Satied, Satied, Satied,
Satied, Satied, Satied, Satied, Satied, Satied, Satied,
Satied, Satied, Satied, Satied, Satied, Satied, Satied, Satied,
Satied, Satied,

ardner for do. NORWICH, Opt 29 - Arrived, sebr C P Shulds, Young, Eli-

NORWELL, Ogi 29—Artived, sebr C P Shults, Young, Elizabethport.

Saled—Schra C Riter, and E Flower, NYork.

Saled—Schra C Riter, and E Flower, NYork.

NEW LONDON, Oct 29—Artived, schra Sarah R Thomos, Arnold, Philadelphia for Middletown; Nigor, Thompson, Nyork for Boston.

Salied—brig J & H Crowley, Crowley, St John, NB, for Salied—brig J & H Crowley, Crowley, St John, NB, for Nyork, Schra Latas, Smith: Delphi, Adon: North Paelie, Raton, and Ruth Hakkey, Perry Providence for do; Johns C Chew, Deering, Taranton for do; Soccess, Michards, and Mary Natl, Bilven, NYOR.

HHLADD Schram Company, Schram Company, Schram Company, Providence; Lenn Hunter, Perry, do; John Cadwalador, Portilland; Schram Latas, Spirester, Charleston; Almon Rowell, Delico, Portilland; Schram and J H McCarthy, Simpson, Salem Mary Ella, Thomas, Portsmouth; M Merriman, Babbitt, and C L Herrick, Paddwin, Dighton; Marshall Ferrin, Packard, Heverly, W H Westcott, Gandy, Lynn; W W Morey, Champion, Washington; Heary, Mobiol, Bangor.

Nov!—Artived, steamblip Reman, Baber, Boston, Below, barks Mary C Fox, from Saguis, Erie, Irom Shim; brig Eagle, and an Italian brig.

PAWIUCKET, Oct 30—Arrived, schram A Falconer, Wieson, Rondon.

Wisson, Rondont, M. A. W. A. Willey, Star Sarah A. Falconer, Saited.—Schr E. M. Branacone, Renksoome, N. York, Saited.—Schr E. M. Branacone, Renksoome, N. York, PROVIDENCE, Oct 39.—Arrived, schrs Jame O. Patterkon, Scuil, Philadelphia, Ontario, Barbor, Elizabethport; Whilman Hone, Torrey, do. Phy. Carret, do. Sarah A. Falconer, Wilson, Rondon for Pawtucket; Joseph Marsh, Smith, Rondont; Treasure, Arnold, N. York. son, Rondoul for Pawtuckel: Joseph March, Smith, Rondoul; Transure, Armold, Nyork, Cleared-bark liertha (Prus), Borgwardt, Nyork, Salied-bark liertha (Prus), Bridwin, Charleston; Schre Lurg Church, Adams, Philadelphia; Sarah Clark, Griffin, do Joseph Perfer, Surrougha, for Lizzue Evans, Mahan, Elizabrinport; Mary A Fredmore, Hart, do Charger, White,

oct, muth, Alexandria; F. A. Elliott, Nickerson nort; Wilard Saniabury, Handy, Knodout; F. B., do; Kita St. ec, Nork; Angel, Baker, do; J. M. Freeman, E. larriet P. Ely, Stokes, do; steaming Jacob C. Neaf to tow Prussian Lark Bertha to that port. HMOND, Oct 30—Arrived, steamblip Saratoga, r. NYork; achr Sarvinian, Kenniston, Windson, ed.—Schrs J. B. Johnson, Smith, and J. B. Myers, E. k. via Chickshapeney. Sailed-Ship Zouave, Robinson, NYork, with 26,000 sacks Tharley MARYS, Ga. Oct 18—Arrived, brig J M Smith, Bryant, Strumwick, Ga. to load for Matanzas.
Sailed 33d, brig James Davis, Patridge, Matanzas.
SAVANNAII, Oct 28—Arrived, brig Litzie Wyman, Gamage, washington.
Cleared—Ships Crescent City (Br), Colefield, Liverpool;
Alexandra (Br), Brown, do; schr Emma D Figner, Tuttle. Maintaga. Sailed.-Schr Saxon, Cassidy, New Haven. Nov 1. Arrived, barks St Thomas, Aspinwall; Oswego, St Andrews, NS. SALKM, Oct 26. Arrived, schrs Marietta Tilton, Fritzinger, Philadelphia; GM Partridge, Snow, Myork; Hyne, Glover, hindespink; or Fartring, subm, carry, plants, hindespink, cockland for do.
STONINGTON, Oct 30—Arrived, schrs Thomas Ellis, Kely, Providence for NYork; Albert Crandall, Rogers, NYork,
TAUNTON, Oct 28—Salled, schr Chas L Lovering, Phillips, NYork.
WILMINGTON, NC, Oct 29—Arrived, achrs Abby C Willard, Gulliver, NYork; H G Bird, Drinkwater, Rockport; D V Streaker, Vangilder, and Abigail Haley, Haley, Chayles-

ton. Nov 1—Cleared, stemship Rebecca Clyde, Chichester, New York. MISCELLANEOUS. THE ELECTIONS TO-DAY. WHAT WILL THE DAY BRING FORTHY WHAT WILL THE DAY BRING FORTH? WHAT WILL THE DAY BRING FORTH! THE EVENING TELEGRAM THE EVENING TELEGRAM THE EVENING TELEGRAM WILL ANNOUNCE IN EXTRA ISSUES THE WILL ANNOUNCE IN EXTRA ISSUES THE WILL ANNOUNCE IN EXTRA ISSUES THE PROGRESS OF THE VOTING, PROGRESS OF THE VOTING, PROGRESS OF THE VOTING,

THE RESULT OF THE BALLOTINGS, THE RESULT OF THE BALLOTINGS, THE RESULT OF THE BALLOTINGS, TOGETHER WITH ACCOUNTS OF INTERVIEWS WITH PROMINENT CANDIDATES AND A CHIEF OF THE UNION LEAGUE SCENES, INCIDENTS AND ALL OTHER MATTERS OF INTEREST CON-

NECTED WITH TO-DAY'S ELECTION BUSINESS. FIRST EDITION-Twelve o'clock promptly. SECOND EDITION-Two o'clock promptly. THIRD EDITION-Four o'clock promptly. EXTRA EDITION-Nine o'clock P. M. promptly. NEWSDEALERS AND NEWSBOYS may take advantage of the sales of these editions. ADVERTISERS, TAKE NOTICE.

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